MD 8 IS ASSUMED TO RUN
IN A NORTH-SOUTH DIRECTION

EXISTING SIGNALS

5-7
R
Y
G
12"

EXISTING SIGNS

13a
Bay City RD →
D3-2 DUAL FACE SIGN
(VAR. X 16")

13b
← Bay City RD
D3-2 DUAL FACE SIGN
(VAR. X 16")

EXISTING SIGNAL TO BE RELOCATED

1,2,8
R
Y
G
12"

PROPOSED SIGNALS

3
4
9,10,11
R
Y
G
12"

PROPOSED SIGNS

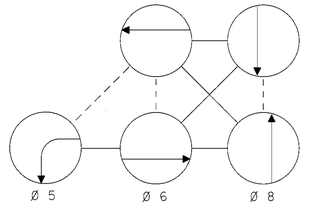
14
ONLY
R3-5(L)
(30" X 36")

16
ONLY
R3-5(R)
(30" X 36")

15
SOUTH MARYLAND NORTH
8
M95-1
(72" X 24")

12
LEFT TURN
YIELD
ON GREEN
R10-12
(36" X 42")

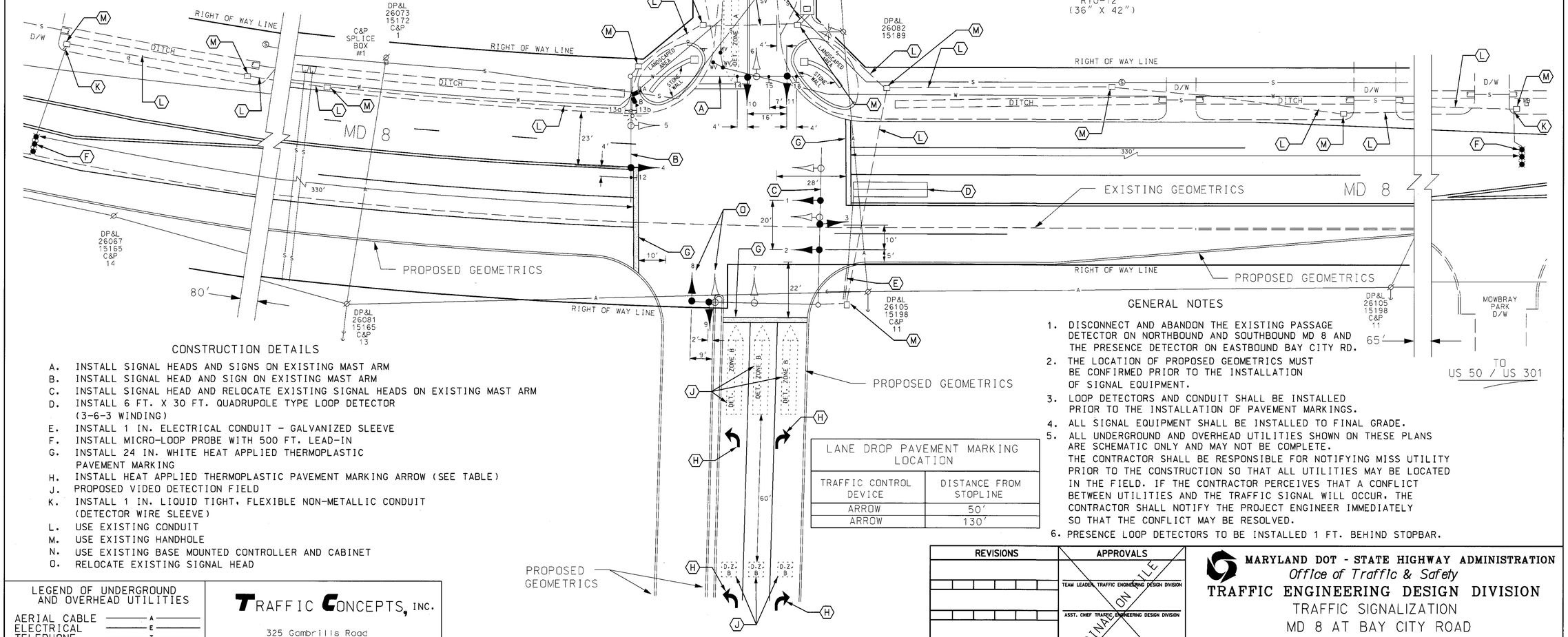
NEMA PHASING



FLASHING OPERATION

PHASING NOTES:

1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

A. INSTALL SIGNAL HEADS AND SIGNS ON EXISTING MAST ARM
B. INSTALL SIGNAL HEAD AND SIGN ON EXISTING MAST ARM
C. INSTALL SIGNAL HEAD AND RELOCATE EXISTING SIGNAL HEADS ON EXISTING MAST ARM
D. INSTALL 6 FT. X 30 FT. QUADRUPOLE TYPE LOOP DETECTOR (3-6-3 WINDING)
E. INSTALL 1 IN. ELECTRICAL CONDUIT - GALVANIZED SLEEVE
F. INSTALL MICRO-LOOP PROBE WITH 500 FT. LEAD-IN
G. INSTALL 24 IN. WHITE HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING
H. INSTALL HEAT APPLIED THERMOPLASTIC PAVEMENT MARKING ARROW (SEE TABLE)
J. PROPOSED VIDEO DETECTION FIELD
K. INSTALL 1 IN. LIQUID TIGHT, FLEXIBLE NON-METALLIC CONDUIT (DETECTOR WIRE SLEEVE)
L. USE EXISTING CONDUIT
M. USE EXISTING HANDHOLE
N. USE EXISTING BASE MOUNTED CONTROLLER AND CABINET
O. RELOCATE EXISTING SIGNAL HEAD

LANE DROP PAVEMENT MARKING LOCATION

TRAFFIC CONTROL DEVICE	DISTANCE FROM STOPLINE
ARROW	50'
ARROW	130'

GENERAL NOTES

1. DISCONNECT AND ABANDON THE EXISTING PASSAGE DETECTOR ON NORTHBOUND AND SOUTHBOUND MD 8 AND THE PRESENCE DETECTOR ON EASTBOUND BAY CITY RD.
2. THE LOCATION OF PROPOSED GEOMETRICS MUST BE CONFIRMED PRIOR TO THE INSTALLATION OF SIGNAL EQUIPMENT.
3. LOOP DETECTORS AND CONDUIT SHALL BE INSTALLED PRIOR TO THE INSTALLATION OF PAVEMENT MARKINGS.
4. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED TO FINAL GRADE.
5. ALL UNDERGROUND AND OVERHEAD UTILITIES SHOWN ON THESE PLANS ARE SCHEMATIC ONLY AND MAY NOT BE COMPLETE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR NOTIFYING MISS UTILITY PRIOR TO THE CONSTRUCTION SO THAT ALL UTILITIES MAY BE LOCATED IN THE FIELD. IF THE CONTRACTOR PERCEIVES THAT A CONFLICT BETWEEN UTILITIES AND THE TRAFFIC SIGNAL WILL OCCUR, THE CONTRACTOR SHALL NOTIFY THE PROJECT ENGINEER IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.
6. PRESENCE LOOP DETECTORS TO BE INSTALLED 1 FT. BEHIND STOPBAR.

LEGEND OF UNDERGROUND AND OVERHEAD UTILITIES

AERIAL CABLE	A
ELECTRICAL	E
TELEPHONE	T
GAS	G
SEWER	S
WATER	W
CABLE TV	TV

TRAFFIC CONCEPTS, INC.
325 Gambrills Road
Suite E
Gambrills, MD 21054
(410) 923-7101

REVISIONS	APPROVALS
(A) 10-28-02 ADDED WEST LEG TO INTERSECTION SHA NO. BW996M82 MH	TEAM LEADER, TRAFFIC ENGINEERING DESIGN DIVISION ASST. CHIEF TRAFFIC ENGINEERING DESIGN DIVISION CHIEF, TRAFFIC ENGINEERING DESIGN DIVISION DIRECTOR, TRAFFIC & SAFETY ORIGINAL ON FILE

MARYLAND DOT - STATE HIGHWAY ADMINISTRATION
Office of Traffic & Safety
TRAFFIC ENGINEERING DESIGN DIVISION
TRAFFIC SIGNALIZATION
MD 8 AT BAY CITY ROAD

DRAWN BY:	SR BARANOWSKI	F.A.P. NO.		TS NO.	SHEET NO.
CHECKED BY:	RR ZACHERL	S.H.A. NO.	BCS2000-09A	4139A	
SCALE:	1" = 20'	COUNTY:	QUEEN ANNE'S	T.I.M.S. NO.	1 OF 2
DATE:	12-7-01	LOG MILE:	17008006.80	F158	

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